

DIRECTIONS
FOR
GILLIS'S CHART
OF THE PEPPER PORTS ON THE
WEST COAST OF SUMATRA,
PUBLISHED BY
JOHN M. IVES,
Salem, Massachusetts.
1834.

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SAILING DIRECTIONS

FOR THE

PEPPER PORTS

ON THE

WEST COAST OF SUMATRA,

NORTH OF ANALABOO;

TO ACCOMPANY

A CHART OF THAT COAST.

BY

JAMES D. GILLIS.

PUBLISHED AND FOR SALE BY

JOHN M. IVES,

AT HIS BOOK, CHART AND STATIONARY STORE....SALEM, MASS.

1834.

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DIRECTIONS.



THIS part of the Coast of Sumatra has formerly been very little known, consequently few vessels visit these ports without native pilots, and bound to every port except Pulo Riah, they have heretofore been indispensable; they expect extravagant pay and there are none that should be trusted except to point out the land in the offing. When they take marks for a shoal, (which is not often,) instead of taking two objects on the same side, they take an object on each side, no matter how distant, and suppose the shoal to be on a line with those marks; for cross marks, it lies abreast some point or tree, never taking bearings, as they are entirely ignorant of the use of the compass.

OJOONG DAHWAY, in the Latitude of $5^{\circ} 4' 55'$ N. is a high bold headland, with rocky cliffs; the coast from the NW. side extends several miles in a NE. direction, which makes it very conspicuous, and it can be seen a considerable distance. About $\frac{1}{2}$ mile WbS. from Oojoong Dahway lies a cluster of rocks above water, called Battoo Booroo; there appears to be a clear passage between them and the point, in which we got one cast of $12\frac{1}{2}$ fms hard bottom;—these rocks are steep to all round, except on the NW. part, where a coral reef extends off about $\frac{1}{4}$ mile.

A bay is formed between Oojoong Dahway and Oojoong Po, the next point to the SE. where there is probably safe anchorage with a NW. wind, Oo-

joong Po is formed by two peninsulas—the outer one, which is the extremity of the point, is a small round green hill without trees, and less elevated than Oojoong Dahway; the surf generally breaks over the rocks which join it to the inner peninsula.

On the shore of the bay above mentioned, about half way between the points is Timbegah Hill, which is very remarkable, standing close to the water's edge, with no high hill near it, and can be seen at a great distance: bearing about NbW. the sides appear very steep and inaccessible, and the top level—on or near this bearing, as far as it can be seen, it does not change its appearance; it also appears the same from the opposite quarter, near Acheen Head—but bearing about NE.bN. the top appears more narrow and the NW. side has a longer slope.

DIAH.

From Oojoong Po to Diah there is a coral reef, with from 2 to 8 fathoms, projecting about 1 mile from the shore, with 14 fathoms mud near the outer edge. There appears to be safe anchorage off Diah, with Diah River (called Qualah Lambassoa) NNE. and Pulo Limpan East, distant 1 mile, and from the river about $1\frac{3}{4}$ miles, in 12 fathoms mud. A vessel might probably approach $\frac{1}{2}$ mile nearer to the town, but not more than that, on account of the coral reef above mentioned, and breakers which lie on a line, about half way between Limpan and Diah.

The land near the shore, from Diah to the village No. is quite low—the highland however approaches near to the coast, leaving only a narrow strip of low land, in some places not perceptible in the offing, the base of the hills appearing to be close to the beach.

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Back of this port the chain of mountains, which extend the whole length of the Island of Sumatra, is completely broken by a valley extending in a NE. direction into the interior; the bottom of the valley may be half the height of the mountains, and is all broken land full of peaks;—this is also the case with the mountains each side the valley—but the peaks are higher, sharper and more numerous to the NW. than the opposite quarter.

Between Oojoong Dahway and Oojoong Soobahng, there is a deficiency of soundings, (as will be seen by reference to the chart) which will require a good look out in this quarter.

PULO LIMPAN, though quite small, and lying close to the main, is easily distinguished in the offing, by its reddish cliffs about 60 feet high, and cluster of trees on the summit; it bears S.14°E. distant about 2 miles from Diah river. A coral shoal projects from this Islet a short distance to the westward. Pulo Limpan is an excellent mark and one that it is scarcely possible to mistake.

BARBAH WEE BAY.

OJOONG SOOBANG or GOOHAH and OJOONG BARBAH PAHROA form the points of Barbah Wee bay. In this bay and in the vicinity are several coral shoals, which make the access difficult and dangerous for a stranger. The one which lies off Soobahng point, and bears 'S.35°W. (the outer extremity distant about 1 mile from that point,) is about $\frac{1}{2}$ mile in extent—it has only 12 feet on it, and generally breaks; close to it on the outer edge with Polo Limpan bearing NbE. there are 11 $\frac{1}{2}$ fathoms; this shoal is called by the natives Loongcarp* Soobahng. There is

* Loongcarp, a shoal—in the Achenese language it literally means a shoal that “breaks.” Carrang is frequently applied to shoals, but it means also reefs projecting from a point. Loongcarp is exclusively applied to detached banks.

another shoal bearing about West, distant $\frac{3}{4}$ mile from Oojoong Chenam Proeng (which point is in the middle of the bay about half way between Soobahng and Pahroa points.) This shoal has least water $2\frac{1}{4}$ fathoms, 9 and 10 fathoms near it on the outside. But the most extensive and most dangerous shoal, lying very much in the way of vessels, is the one off Barbah Pahroa point, called Loongcarp Barbah Pahroa. The centre bears from Barbah Pahroa point WbN. outer extremity distant 2 miles; it is 1 mile in extent from E. to W. and about $\frac{3}{4}$ mile in breadth;—between the shoal and point there is a clear passage 1 mile wide with 14 fathoms mid channel—muddy bottom. At the time we examined these shoals the sea was remarkably smooth;—in consequence of which by placing flags on the extremities, we were enabled to ascertain their positions and limits with sufficient accuracy. On the Pahroa shoal the least water found was $16\frac{1}{2}$ feet; in the vicinity of this place the bottom was very uneven, and there might have been less. When there is any swell outside, this shoal breaks with extensive heavy breakers, and is always carefully avoided by the Malay prows. Having seen it break many times, I am induced to think there are spots of shoaler water than discovered by us. At anchor in 17 fathoms mud, $\frac{1}{4}$ mile outside the shoal, Pulo Mahnay bore S. $26\frac{1}{2}^{\circ}$ E. Pulo Limpan N. 19° E., Barbah Pahroa point S. $82\frac{1}{2}^{\circ}$ E. The depth of water outside these shoals is 27 fathoms 5 miles from Pahroa point.

The best anchorage in Barbah Wee bay is with Barbah Pahroa point, S. 30° E. Chenam Proeng point N. 76° E., in 11 fathoms, soft clay. A vessel in this position will be about $\frac{3}{4}$ mile outside the Chenam Proeng shoals, and about $1\frac{1}{4}$ miles from

Barbah Wee village. Nearer to the village the bottom is not so clear. This is a convenient anchorage to take pepper at all the villages in this bay, of which there are four:—Barbah Wee, Chenam Proeng, Soobahng and Barbah Pahroa. The two first are the most considerable. A stranger should not attempt to enter this bay, without some one who knew to a certainty the names of the points, as both Soobahng* and Chenam Proeng points are low and have nothing remarkable to distinguish them. To pass between the shoals bring Chenam Proeng point to bear E. $\frac{1}{2}$ N. keep it on that bearing until Pulo Limpan bears NbE. a direct course about E. $\frac{1}{2}$ S. or E.bS. may then be steered for the anchorage. This passage is about $1\frac{1}{2}$ miles wide—muddy bottom—gradually increasing in depth from 12 fathom, near the Soobahng shoal, to 14 fathom near the Pahroa shoal.

Bound to Barbah Wee from the southward with a free wind, it seems always advisable to pass between Pahroa point and the shoal. Pulo Limpan should be kept bearing N. $\frac{1}{2}$ W. until Pahroa point bears about EbS. then steer direct for the anchorage;—with a southerly wind and northerly current a vessel passing outside, would be liable to be swept down on the Soobahng shoal. Back of Barbah Wee landing place is a large green hill covered with pepper gardens, and has several houses on it.

Barbah Pahroa point is low, sloping with an irregular outline from a high hill about 1 mile back; on the extremity of the point there is a bunch of high trees, very remarkable, bearing about N. or S.

* Oojoong Soobahng or Goohah has a large dead tree on the extremity leaning to the SW. with branches at the top, similar in appearance to a deer's horns—but this is an uncertain mark; the best guide is that it is situated 1 mile S 22° E. from Pulo Limpan.

but bearing about E.; it is not easily distinguished in the offing; about $\frac{1}{4}$ mile back of Pahroa point, on a hill, is a high conspicuous tree leaning to the eastward, with no branches on the trunk for a considerable distance above the other trees—the branches at the top forming in a thick round bunch;—a coral reef (dry at low water) projects from this point about 200 fathoms;—there are $4\frac{1}{2}$ fathoms near the outer edge, but it soon deepens in a westerly direction to 9, 11 and 13 fathoms coral, and continues hard about $\frac{1}{2}$ mile; it then deepens to 14 fathoms mud, about half way between the reef and the shoal—from that depth the bottom is quite level and the soundings do not vary until close to the shoal.

Between Pahroa point and Pulo Riah, there appears to be no danger but what is visible, except close to the shore; we passed along this space several times in the ship; on one occasion we weighed from Pulo Riah bound to Barbah Wee, with an adverse wind and current, making slow progress and passing over a great deal of the ground; when near Pahroa point the wind became favorable, and enabled us to fetch through the passage inside the shoal without tacking; gradually decreasing the depth from 14 fathoms midchannel to 11 at the anchorage. When we left Barbah Wee we passed out between the shoals. It may be proper to observe that the inhabitants of Barbah Wee bay and Diah, are considered less worthy of confidence than any others on the coast.

In the bay formed by Pulo Riah and the coast to the northward, there are several pepper ports on the main—the principal one is called Telloo Crooet, and bears from Pulo Mahnay E $\frac{1}{2}$ N. distant 2 miles. The usual anchorage for taking pepper at this port

is on the NW. side of Pulo Riah, but a vessel may lie on the SE. side quite as near the town, and be sheltered from the NW. winds.

PULO RIAH* AND PULO MAHNAY.

PULO RIAH is about $3\frac{3}{4}$ miles in circumference and about 3 or 400 feet high, covered with trees, and has a level appearance at a distance; on the S. and SW. sides there are several steep rocky cliffs from 30 to 80 feet high—it may be known by the small Islet which is close to its western extremity, called *Pulo Mahnay*, with 18 coco nut trees on it (March, 1834.) This Islet is yellow sand stone; the cliffs about 40 feet high. Pulo Riah is surrounded by a coral reef which always breaks, and projects in some places 2 cables length from the shore. From the west and south sides of the Islet hard bottom (sand and coral) extends $\frac{1}{2}$ mile outside the reef, but on the NW. side not more than half that distance. There is no pepper produced on this Island, and the inhabitants have no connection with those on the main.

TELLOO CROOET.

A vessel bound to TellooCrooet from the northward, may pass in midway between the NW. side of Pulo Riah and the main, and anchor with Pulo Mahnay S. 44° W. and the eastern extremity of Pulo Riah S. 28° E. in about $9\frac{1}{4}$ fathoms mud. Bound in from the southward, Pulo Mahnay should not be rounded nearer than $\frac{1}{3}$ mile, when Telloo Crooet point is seen, or when Pulo Mahnay bears EbS. a direct course may be steered for the anchorage. It is not advisable to anchor nearer to Telloo Crooet than the above anchorage, as the bottom a little farther

* This Island bears nearly *North* from the Cocos Islands, according to Capt. Endicott's longitude of the latter Islands.

in becomes sandy. In this position with a NW. gale, in case of accident, parting or driving, there is a chance of escape through the passage between the Island and main; lying farther out to the west near the Island if a vessel should part she would inevitably go ashore—the distance between Pulo Riah and the main is about 350 fathoms, but the passage is made quite narrow by 3 or 4 small rocks, each about the size of haycocks, and lying near the surface with from 2 to 6 feet on them; they are about midchannel, near the NW. part of the passage. Close to the rocks on the side nearest to Pulo Riah there are 7 fathoms, increasing towards the Island to 8 and 9 irregular soundings; within 60 or 70 fathoms of the sandy point (which forms the N. E. point of the Island,) it shoalens suddenly to $3\frac{1}{4}$ and 2 fathoms—a vessel passing through this channel should keep about $\frac{1}{4}$ the width of the passage *from* the Island, (counting from the trees,) at this distance, passing from the NW. there will be 8, 9, 7, $11\frac{1}{2}$, and 7 fathoms, probably not less than 7:—between the rocks and a point of sand which extends 50 fathoms from the main, there are about $4\frac{3}{4}$ fms. coral—and a ridge of coral with $4\frac{1}{4}$ and 5 fathoms extends from the rock in a SSE. direction parallel to the main, nearly through the passage.

PULO MAHANY is in the Latitude of $4^{\circ}, 51' 52''$ N. by mean of 2 mer. observations taken on the Islet differing only $2''$ —we also took a number of mer. observations in different places on shore and on board the ship—corresponding with the above. Longitude $95^{\circ}, 29' 07''$ E—or $15' 7''$ East of Pulo Rondo—by chronometer 48 hours run. As the rate of chronometer was ascertained exactly by observations, previous to leaving Pulo Riah, and after our return, the above longitude is no doubt correct.

BARBAH NEPAH point, called also Oojoong Glass, may be known by its ash colored cliffs and by a small rock separated a few feet from the point; also by its being the first point SE. of Pulo Riah. A vessel may anchor any where between Barbah Nepah point and this Island, with the centre of the Island about NW., fine level bottom, about $10\frac{1}{2}$ fathoms, mud, and be completely sheltered from NW. winds.

BARBAH NEPAH.

BARBAH NEPAH village is about $\frac{1}{2}$ mile inside the point; several houses can be seen; also a cluster of coco nut trees. There is a river close to the village with good water. Between the river and point, coral reefs extend off about $\frac{1}{4}$ mile from the shore.

To take pepper at Barbah Nepah, a vessel may anchor with the point bearing S. 20° E., distant about $\frac{3}{4}$ mile, in 10 fathoms mud—from that depth, as you approach the shore, between Barbah Nepah Village and Pulo Riah, the bottom becomes harder; in some places half a mile from the shore it is hard sand. This pepper port belongs to Telloo Crooet.

Barbah Nepah point appears safe and bold to approach on the NW. side having 10 fathoms close to it. I got one cast of 5 fathoms, hard bottom, a short distance from the shore with the point about North—distant $\frac{1}{4}$ mile. Between this point and Pulo Cass, at a moderate distance from the shore, not coming under 10 fathoms, there appears to be no danger.

PULO CASS.

PULO CASS is considerably elevated, and like all the Islands between Pulo Riah and Ca-tappang Pahse, is a mass of black rocks, having the appearance of iron ore, and covered with trees. The SW. part is much higher than the NE. and bearing SE. it resembles a spoon, with a short handle, bottom

upwards ;—from the NW. point (on the *outside*) to the SE. point, it is quite steep having 10 fathoms, mud close to the rocks. From the NW. point (on the *inside*) to the SE. point, there is a coral reef projecting from 10 to 50 fathoms from the Island ; farthest from the part next Pulo Kecheel ; in most places the edge of the reef is distinctly visible with 5 or 6 fathoms close to it. The anchorage is safe all round this Island, but the best is with the SE. point of the Island about WSW. in about $7\frac{1}{2}$ fathoms mud, rather nearer to the Island than the main, to avoid a sand spit which projects a short distance from the shore. Here a vessel is sheltered from all winds, that blow with much violence on this coast, and in weighing may pass out on either side of the Island ; passing out to the NW. from the anchorage the least water, (keeping midchannel,) will be $5\frac{1}{2}$ fathoms, in the most narrow part between Patty point and the NE. point of the Island. Bound in to the anchorage, do not round the SE. point of Pulo Cass at a less distance than 50 fathoms, as the reef extends from the point about 30 or 40 fathoms, with 3 fathoms on it, having $9\frac{1}{2}$ fathoms close to the outer edge.

PATTY.

PATTY is a small pepper port inside Pulo Cass ; joining the town is a small green hill covered with coco nut trees which can be seen some distance from the southward.

PULO KECHEEL is a small Islet, with trees on it, about $\frac{3}{4}$ mile north from Pulo Cass ; a range of rocks, above water, project in a strait line from Pulo Kecheel in a westerly direction about $\frac{1}{4}$ mile ; there are 7 fathoms close to the outer one. On the side next Pulo Cass there are 3 or 4 fathoms coral close to them, deepening with some regularity to-

wards that Island, but the bottom is hard at least half way, and a vessel anchoring on this side of Pulo Cass, should keep nearer to the Island than the rocks, where the bottom is soft, in about $8\frac{3}{4}$ fathoms. We lay several days outside, with Pulo Cass bearing about East, distant 1 mile, in 12 fathoms excellent holding ground.

From Pulo Cass to the Pehjabah Islands there appears to be no danger ; about $1\frac{1}{2}$ miles SSE. from Pulo Cass, I found a rocky bank, least water $8\frac{3}{4}$ fathoms, but the natives say there are 7 fathoms ; the extent of this bank in a NW. and SE. direction is about 1 mile ; this was the only time that I got a cast of hard bottom 1 mile from the shore, between Diah and Ca-tappang Pahse, excepting the shoals placed on the chart.

PEHJABAH ISLANDS.

The PEHJABAH ISLANDS form the harbor of Tel-loo Goolumpung, (one of the most considerable pepper ports on this part of the coast.) They are distant about 1 mile from the main ; are quite small, and lie close together ; the largest is called Pehjabah Besar ; the smallest and *outer* one is called Pehjabah Kecheel. They are both about the same height ; the smallest has a round appearance on top with a smooth outline, the trees being more uniform in height than the other, which has several high trees on it, which gives it a more irregular appearance. There is a coral reef with 2 fathoms, extending about 150 fathoms from the inside of these Islands. S. 60° W., distant 200 fathoms, from the *outer* Island, is a rock 15 or 20 feet high, with 11 fathoms close to it on the outside ; there is also another rock, nearly even with the water's edge, which always breaks, bearing S. 11° E. from the same Island. Inside the Pehjabahs, near the main,

is Pulo Cleung; this Island is larger and higher than the Pehjabahs, about 3 or 400 feet high, but lying close to the main, is not so conspicuous as those Islands; it is bold all round, except on the inside, and like the Pehjabahs is covered with trees. Telloo Goolumpung point or peninsula, is a green hill, about as high as Pulo Cleung, with only a few scattering trees, and a house on the summit; like all the Islands in this vicinity, it is based with rocky cliffs, and is connected with the main by a low sandy Isthmus, and at some bearings has the appearance of an Island.

TELLOO GOOLUMPUNG.

Vessels bound to TELLOO GOOLUMPUNG usually pass between the Pehjabahs and Pulo Epoo Cheechem. The only danger in the way is the small rock, before mentioned, which bears from the little Pehjabah S. 11° E. distant large $\frac{1}{2}$ of a mile; it always breaks, and there are 10 fathoms close to it. Telloo Goolumpung point has 8 fathoms on the outside, close to the cliffs; the best anchorage at Telloo Goolumpung is, with the Pehjabahs NW., and Pulo Cleung NE. by N. in 10 fathoms, mud and sand; but in shipping pepper it is customary to anchor much nearer to the town, on a line from Telloo Goolumpung point to Pulo Cleung, about half way, in 8 fathoms. A vessel lying here, from April to September, should moor with two heavy anchors to the NW., as the bottom is sand, and no room to drive, or chance to slip and go to sea.

PULO CHEECHEM is a high bluff Island, similar in appearance at most bearings to a Scotch cap; rocks above water extend in a SSE. direction from the SE. part, about a cable's length, with $8\frac{1}{2}$ fms. close to the outer rock. There is also a coral reef with 2 fathoms, extending about 150 fathoms from the NE. part of the Island.

PULO EPOO CHEECHEM, which is situated to the westward of Pulo Cheechem, within 150 fathoms, is much lower than the latter Island, and is not visible above the horizon, when Cheechem is seen distinctly. Bearing about NNE. or from the opposite point; it resembles in form a gunner's quoin, though the outline is rather uneven; it has 10 and 11 fathoms close to it on the outside. East from Pulo Cheechem, about $\frac{3}{4}$ mile, are three black rocks, 8 or 10 feet high, having $5\frac{1}{2}$ and 7 fathoms close to them; there are no rocks or shoals near them on the outside—on the inside there are a few small rocks even with the water's edge.

RAHNOO.

RAHNOO (a considerable pepper port, belonging to Telloo Goolumpung) is situated about $S72^{\circ}E$. $1\frac{1}{2}$ miles from Pulo Cheechem. The best anchorage at this port is with Pulo Cheechem $N.35^{\circ}W.$, and the southern black rock $N.50^{\circ}E$. in 10 fathoms mud and sand, distant 1 mile, $W.7^{\circ}S$. from Rahnoo. Nearer to the town the bottom is sand, and I had several casts of coral and shells. The natives will insist on the vessels coming much nearer, but in general anchoring on this coast, the safety of the vessel should be considered more than the convenience of shipping pepper; as there are few ports on the coast of Sumatra, where the natives will furnish more Pepper in a day, than can be easily shipped, if the vessel lies within about $1\frac{1}{4}$ miles.

About half a mile to the southward of Rahnoo, is a small Island called Pulo Epoo Rahnoo, to distinguish it from Pulo Epoo Cheechem; though lying within a few fathoms of the shore and joined to it by rocks, it is considered an Island and distinct from the coast, it being so entirely different, the shore from Telloo Goolumpung point to Rigas

being quite low, the trees growing close to the sandy beach. Pulo Epoo Rahnoo, on the contrary, is a pile of rocks about 50 feet high, of a kind similar to the other Islands, with trees on the summit—there is also a rock above water nearly joining the Island on the N.W. side. A knowledge of this Island is useful to take bearings, to avoid a dangerous rock, which bears from it W. 17° S. distant $\frac{3}{4}$ mile; which seldom breaks. I examined this shoal twice, and found the least water at spring tides, 11 feet; the shoalest part is not more than 20 or 30 fathoms in extent and very ragged and uneven, with 11 and $11\frac{1}{2}$ fathoms mud close to the outer edge; it probably is not coral as the bottom could not be seen, but similar to the rocks above water in this neighborhood; when on the shoalest part, the outer points of Pulo Epoo Cheechem and Pulo Pehjabah Kecheel were exactly in a line: by keeping the Pehjabah in sight to the westward of Pulo Epoo Cheechem, you will be sure to be *outside*, and when Pulo Epoo Rahnoo and the peak of Rigas hill are in one, about $\frac{1}{4}$ mile to the S. *East* of the shoal. There is also a cluster of rocks above water bearing S. 8° W. from Pulo Epoo Rahnoo distant about $\frac{1}{2}$ mile, close to them on the outside are 8 and 9 fathoms;—between Pulo Epoo Rahnoo, and Rigas point, there is a bay full of coral shoals; in this bay is a small pepper port called Jahbee.

RIGAS POINT or Oojoong* BAHROOS, is a low rocky point, covered with trees; the extremity a little more elevated than the land joining it; a short distance back there are one or two hills partly cleared; with a number of scattering trees. In the direction of Pulo Cap near the point, there are $8\frac{1}{2}$ fathoms hard bottom; $\frac{1}{4}$ mile farther, in the same direction 10 fathoms mud. From the point towards

* Oojoong—Point or Cape.

Rigas bay the shore is lined with a coral reef as far as Oojoong Ramboon; about $\frac{1}{2}$ mile from Rigas point it projects in one place 200 fathoms from the shore; this part is dry in some places, with a small detached rock, which always breaks. Oojoong Ramboon is a steep hill, forming the NW. point of Rigas bay; the passage between it and Roosum is about $\frac{1}{4}$ mile wide, with several rocks above water.

PULO CAP.

PULO CAP or PULO RANGAS—(known to the natives only by the latter name; when inquiry is made for Pulo Cap, they suppose Pulo Cass is meant)—is a pile of rocks 50 or 60 feet high, covered with trees, several of them high. The frequent rains on this coast cover every thing with vegetation; large trees are seen growing on rocks, where there is apparently little or no soil; and every mountain is closely crowded with lofty trees, from the base to the summit. The highest trees on Pulo Cap, in a clear day, were just visible at the distance of $17\frac{1}{2}$ miles, the eye at an elevation of 20 feet. On the inside of the Island, next the main, there is a coral bank with $3\frac{1}{4}$ and 5 fathoms, projecting 1 cable's length, with 12 fathoms close to the outer edge. Near the NW. point, distant 90 fathoms, is a small rock which always breaks; on every other side it is bold, having 12 and 13 fathoms close to it. A vessel may anchor on either side of Pulo Cap, within $\frac{1}{4}$ mile, to take shelter from a NW. or SE. wind, in about 12 and 13 fathoms mud. On the SE. side there are 2 high rocks nearly joining the Island, steep to all round. There is also good anchorage any where inside of Pulo Cap, in the direction of Rigas point or the Pahse rock; level clear bottom, 11 and $11\frac{1}{2}$ fathoms, olive colored mud and fine sand. We lay 12 days

at a single anchor, (surveying Rigas harbor and coast,) half way between Pulo Cap and the Pahse rock, in $11\frac{1}{2}$ fathoms, blowing fresh at times from the Southward, with a strong lee current; though the bottom is not soft, we found some difficulty when we weighed anchor in breaking ground.

Between Pulo Cap and the main are three small rocks, about 3 or 4 feet high; the nearest one to this Island, bearing EbS. distant $\frac{1}{2}$ mile, is called *Cap Rock*; the one which lies within $\frac{3}{4}$ mile of Pulo Roosum, *Roosum Rock*; the third which bears from the west point of the large Pahse S. 43° W., distant $\frac{1}{2}$ mile, is called *Pahse Rock*. These rocks give this place a dangerous appearance; but there is no more danger than if they were so many wharves, as there is deep water within 5 or 6 fathoms of them all round. About N. 25° W. $\frac{1}{4}$ mile from Roosum Rock, is a small steep rock with $2\frac{1}{4}$ fathoms, but this is not in the way of vessels.

RIGAS ISLANDS.

PULO ROOSUM, the largest of these Islands is about $\frac{1}{2}$ mile long, and lies across the entrance to Rigas bay; it is high on the outside, with steep rocky cliffs, and covered with trees; on the inside there is a small space of low land with a number of coco nut trees. PULO ENGAHNG, (pronounced as nearly as possible as one syllable) is the next considerable; it is a pile of steep rocks, also covered with trees. PULO SAMMOTTE is low, with no rocky cliffs, and has a number of trees on it—*Pulo Poo-gahse* is a rock or rather two rocks joined; on the top are a few bushes or small trees; nearly all the land outside or near a vessel in the harbor is high; the only marshy land is on the main at the NE. part of the bay. CHELLUNG PENINSULA is higher than the Islands and elevated 4 or 500 feet, with

high rocky cliffs ; like all the land in the vicinity of Rigas (excepting that under cultivation) it is closely covered with trees from the summit down the cliffs ; it is joined to the main by a low sandy Isthmus and appears very much like an Island.—The part called Oojoong Chellung, forms the southern point of Rigas bay. OOJOONG BATTOO TOOTUNG is about $\frac{5}{8}$ mile inside Chellung point, it is also rocky and high ;—between these points is a cove $\frac{1}{3}$ mile deep, with a sandy beach.

RIGAS HARBOR.

RIGAS HARBOR is formed by Pulo Engahng, Pulo Sammote and Oojoong Battoo Tootung, the depths from 4 to 6 fathoms ; it is about $\frac{1}{2}$ mile in length and $\frac{1}{3}$ mile in breadth ; though this bay is 4 or 5 miles in circumference, this is the only anchorage where a vessel can lie with safety, nearly the whole of the remainder is covered with coral reefs ; dry in many places at low water. Inside Pulo Roosum, between the reefs which join that Island, and those extending from Pulo Poogahse, there is a clear space with $3\frac{1}{4}$ and 4 fathoms sand ; where there is sufficient room for a vessel to heave down, and where the water is always smooth ; by buoying the channel a vessel could easily be warped in between Roosum and Pulo Engahng ; there is also a passage round the north side of Roosum, but more difficult of access. About East from the anchorage in the harbor near Oojoong Battoo. Tootung, is a small cove where a vessel might perhaps heave down to the rocks on the shore.

RIGAS.

The town of RIGAS is on the NW. side of the bay ; it is a considerable pepper port, with the small ports of Chellung, Battoo Tootung, Jahbee and Pahng-ah, attached to it. Battoo Tootung village

is in Rigas bay ; Chellung village is on the shore of a bay inside the Pahse Islet, there are a number of coco nut trees near this village, and a fort on a hill, which can be seen outside tho Pahse Islets.

A vessel bound to Rigas should pass between the Pahse rock and Pulo Cap. The entrance to the harbor is between Pulo Roosum and Oojoong Chellung ; there is nothing in the way except a small rock which bears from Oojoong Chellung N. 64° W., distant a little more than $\frac{1}{2}$ mile; this may be avoided by keeping the southern point of Pulo Sammote (bearing about NE.bN.) in sight to the southward of Pulo Engahng. This will carry you midway between the rock and Chellung point ; when within about $\frac{1}{3}$ mile of the point keep more to the eastward, passing about 100 fathoms to the southward of Pulo Engahng ; or you may bring Oojoong Chellung to bear NE. and steer directly for it—passing it at any convenient distance, as it is quite bold, having 7 fathoms close to it ; from that depth it gradually shoalens to the anchorage, which is in about $5\frac{1}{4}$ fathoms mud—with the southern extremity of Pulo Engahng S. 64° W., and Oojoong Battoo Tootung SE., distant about 150 fathoms. This point may be known by its being the first after passing Oojoong Chellung, and also by its being the eastern point of a cove formed by these points, which will be passed by a vessel entering the harbor. A mark for the anchorage is, to bring Pulo Poogahse in a line with the entrance to Rigas bazar, and the southern extremity of Pulo Engahng as above, S 64° W. Between Pulo Engahng and Pulo Sammote there is a line of coral reefs, (dry in some places at low water,) which forms the NW. boundary of the anchorage.

A vessel in Rigas harbor is nearly landlocked, and it is considered one of the best on the coast ; it

is also well known to be one of the most unhealthy ; there are various and apparently sufficient causes for its unhealthiness—the exhalations from the marshy land on the main, and the rank, disagreeable smell of the vegetation, experienced when a strong sea breeze is blowing over the Islands—also the noxious effluvia (at low water) from the coral reefs and rockweed, with which the bay is nearly covered : those on board a vessel in the harbor never breath the pure air, but are continually inhaling *miasma* from all quarters. Considering this harbor so unhealthy, it was thought an important object to find a safe place to anchor outside, where it would be convenient to ship pepper ; supposing such an anchorage, where a vessel would have the pure sea breeze, would be as healthy as any part of the coast. We found a clear place inside Roosum rock (as will be seen by reference to the plan of Rigas bay,) where the bottom was very fine olive colored sand, or sand and mud ; we did not get a *single* cast of any other kind of bottom near the anchorage, which is with Roosum rock bearing S.76°W. distant 200 fathoms, and the extremity of the rocks on Rigas point just touching the inner point of the Pehjabah Besar,* in 9 fathoms. A vessel appears to be very near the Roosum rock, but as she swings in that direction only with the land wind, no wind from that quarter can ever force her on it, if moored with a good scope—which should be done without delay, as the currents and variable winds will soon foul the anchor. From October to April, the heavy anchor should be placed to the

* Pehjabah besar may be known by its being the first Island which will come in a line with Rigas point after shutting in Pulo Epoo Rahnoo, and by a bunch of trees on the inner extremity ; the rest of the Island appearing low and level.

southward, and stream to the NW., and the reverse, after April has commenced, as the N.W. winds are then expected. A buoy, placed as a mark to anchor, would be useful, previous to entering this anchorage.

A vessel here, will be precisely the same distance from the town of Rigas, as at the anchorage in the harbor, about $1\frac{1}{4}$ miles—and though we had fresh breezes from the southward, the boats found no difficulty in bringing off pepper. This anchorage is not near so safe in a gale as the harbor, but at other times quite as much so. On this coast gales are of rare occurrence, and they seldom blow directly on shore, but more frequently along the coast. With N. Westers, (which with few exceptions are the only winds that blow with much violence,) there probably would not be so much sea, but that a vessel could ride with safety—if there should be, there is abundance of room to slip and go into the harbor, or to go to sea, passing on either side of the Pahse rock. At such a time the position of the small rock, which lies in a line with the harbor, would be as well known by its constantly breaking, as if it was above water. We were this time only 11 or 12 days at Rigas—not sufficiently long to make a fair trial as it regards health;—I can only say there was not one on board, the least unwell, neither this time nor on our first visit, though then much exposed in the boats, from early in the morning, until late at night. Capt. William Briggs, of the Barque Alasco, was also in company, assisting in surveying; and all on board that vessel were equally healthy. A vessel out of season for pepper, and waiting for the crop, which is frequently the case, should by all means lie outside the harbor, until the pepper is ready.—Should the anchorage inside Roosum rock be con-

sidered unsafe, they may anchor any where inside Pulo Cap—but the best place appears to be between Cap and Roosum rocks, where the bottom is soft, and where it would be convenient to communicate with the town. Telloo Goolumpung, Pulo Riah, and all the ports, in this vicinity are quite healthy.

After what has been said respecting a change of anchorage at this place, the following quotation, from the works of an eminent physician, may not be thought inappropriate:—

“I have known,” says Sir Gilbert Blane, “a hundred yards in a road make a difference in the health of a ship at anchor, by her being under the lee of marshes in one situation, and not in another. Where people at land are so situated as not to be exposed to the *air of woods and marshes*, but only to the sea air, they are equally as healthy as at sea.”

In passing to and from the shore, boats should be cautious to avoid a coral spit, which projects from the NW. part of Pulo Roosum; this breaks sometimes with intervals of 10 and 15 minutes; also a small rock which lies near the edge of the reef, between Rigas and Ramboon points—this is nearly even with the water's edge, but when the sea is smooth it breaks only once in 8 or 10 minutes.

RIGAS HILL.

RIGAS HILL or BOOKET QUALLY. This is one of the best marks on the coast of Sumatra; it is very high, and can be seen off deck in clear weather 43 miles; it has no high hill near it, and is easily known: nearly the whole of the south side is cleared, and has the appearance of land under cultivation. The Peak is covered with trees, and bears from Rigas town about NbW. distant $1\frac{1}{2}$ miles. Bearing about SE. it makes, with *two* peaks—the northern

one lower and smaller than the other ; each side of the hill sloping very gradually, the SE. side terminating in Rigas bay : bearing NW. it makes with only *one* peak, the sides appearing much steeper than when bearing S. East. This hill can be seen in clear weather near Oojoong Booboon—it then *appears* to be the western extremity of the coast, standing out separate and distinct like an Island.

PAHSE ISLETS.

The PAHSE ISLETS are two small groups of rocky Islets, with trees on them ; they lie to the S. East of Chellung Peninsula—the outer one distant $1\frac{1}{4}$ miles ; the passage between them and the Peninsula is intricate and unsafe ; there appears to be no danger near them on the outside, except the Pahse rock, which is above water—the sides of this rock are perpendicular, having 10 and 11 fathoms within a few feet of it ; there are also 10 and 11 fathoms near the Islets. Inside the Pahse Islets is Chellung Bay, which is easy of access, and where there is excellent shelter from the NW. winds. A vessel compelled to leave any of the anchorages to the Northward in a NW. gale, could anchor any where between the Islets and the main, in smooth water and a moderate depth. The existence of a shoal, however, near the anchorage, the position of which is not known, will prevent this harbor from being used, until it has been ascertained. This bay might be sounded in a short time—there being so many objects which can be brought in a line, whose bearings are known exactly, that a compass need be used very little, as the angles may be taken with more ease and accuracy, with a quadrant or sextant.

N. 77° E. from the largest of the Pahse Islets, distant nearly $2\frac{1}{2}$ miles, is a village on the main, called Ca-tappang Pahse ; it may be known by a cluster of coco nut trees, and several houses.

PANGH-AH.

Four or five miles to the SE. of Ca-tappang Pashe is a small pepper port, called Pahng-ah. The coast near here is low, with a sandy beach, and there is no mark as a guide to its situation, but a small break in the Arroon trees.

The chart, which these directions are intended to accompany, extends no farther than Ca-tappang Pahse—but as there is no chart or sailing directions for the coast, from that port to Oojoong Booboon, and it being very imperfectly known, it is thought directions, extending to that point, might be useful; (the bearings and distance being ascertained by chronometer and bearings of the peak of Rigas hill.) From Ca-tappang Pahse to Oojoong Booboon, the coast extends S43°E. 32 miles, nearly in a strait line, having only a slight regular curve to the NE.; a line drawn from Oojoong Booboon to Ca-tappang Pahse, the curve half way would be about 2 miles. This coast is quite low, with a sandy beach, without any points or a single hill *near* the shore, which is closely crowded with Arroon trees (similar in appearance to the pine,) they commence near Ca-tappang Pahse and extend to Wylah river, a distance of *about* 25 miles, level and uniform as a line of soldiers, with scarcely a break. From Wylah river, for the distance of about two miles to the SE., there is an opening where there are no high trees, except 5 or 6 very tall ones, standing close together in the centre of the opening, which are very conspicuous in the offing; there are also a few coco nut trees, and several houses, a short distance to the SE. of them;—but the latter cannot be seen far. From this break the Arroon trees again commence, and extend in the same close uniform order 4 or 5 miles farther, and terminate *close* to Oojoong

Booboön. This is the best mark to distinguish this point, as there is not one arroon tree between it and Analaboo.

This coast appears safe to approach within a moderate distance; no shoals are known to exist, though it is said, there is one near Wylah river, not far from the shore. We passed here several times—but the nearest approach that we made, was when bound from Analaboo to Telloo Goolumpung; we weighed at sunrise at Analaboo, and rounded the shoals in 7 and $7\frac{1}{2}$ fathoms; when Analaboo point, bore NE. in $7\frac{1}{2}$ fathoms; we steered WNW. and NW. bW. gradually increasing the depth to 10 fathoms; Oojoong Booboön then bore N. 16° E. distant about 3 miles, Analaboo point S. 78° E., the peak of Rigas Hill (just visible from the poop) N. 42° W.;—from this position, with a moderate steady breeze from the S. East, we steered NW.; very regular soundings, 11, $11\frac{1}{2}$, 12 and 13 fathoms, muddy bottom; the latter depth about half way from Booboön to Cattappang Pahse; our distance then, from the shore, in consequence of the curve of the coast, about 5 miles; the surf on the beach seen distinctly off deck. When near the Pahse Islets hauled a little to the westward, passing close to the Pahse rock, on the outside, and between Roosum and Cap rocks; rounded Pulo Epoo Cheechem within 150 fathoms, and anchored in the evening at Telloo Goolumpung. Near Ca-tappang Pahse, the high land from the NW. terminates *near* the shore, and back of Booboön it recedes a long distance from the coast.

OOJONG BOOBOON.

Oojong Booboön is a low point, with a small group of tall coco nut trees near it; they stand a short distance to the northward of the extremity, and are not visible (or only the tops, over the other

trees,) when the point bears about NNW.; on the extremity of the point the trees are of a different kind, one high and conspicuous; bearing NNW. it appears to lean to the westward.

ANALABOO POINT.

ANALABOO POINT, called Oojoong Cahrang, is also quite low, and has no other than coco nut trees on it. It may be distinguished from Oojoong Booboon by a thick row of coco nut trees, commencing at the extremity of the point, and extending 3 or 4 miles towards Booboon. From the termination of this row to Booboon, there are several other clusters of coco nut trees. From Analaboo point a reef, always visible, projects in a SbW. direction 130 fathoms, with $5\frac{1}{2}$ and 6 fathoms close to the outer edge. In the vicinity of the point there are 4 shoals—the one which is most in the way of vessels, entering the port, called Loongcarp Oojoong Cahrang, bears $S39^{\circ}W$. from the extremity of the point, distant a large half mile; the shoalest part is quite small, the least water we could find was 11 feet; about 150 fathoms outside $6\frac{1}{4}$ fathoms mud, gradually deepening in a SW. direction to 7 fathoms, distant nearly $\frac{3}{4}$ of a mile from the shoal. The above bearings and distances were ascertained by a base line measured on the point. Another shoal bears $N.86^{\circ}W$. distant $\frac{1}{2}$ mile from the point; this has very little water on it; about $\frac{1}{4}$ mile outside, $6\frac{3}{4}$ fathoms, mud. From this shoal, in a northerly direction, distant about $\frac{1}{4}$ mile, is another small shoal with a roller on it. With Analaboo point $S.75^{\circ}E$., distant about 2 miles Ooojong Booboon $N.52^{\circ}W$. is a shoal with not more than 5 or 6 feet on it—close to it on the outside $6\frac{1}{2}$ fathoms mud, and about $\frac{1}{4}$ mile farther out 7 fathoms. I was assured by the fisher-

man, who went with me to examine these shoals, that there were no others outside, though several in the direction of Booboon, close to the shore.

A vessel bound to Analaboo from the northward, with a free wind, may round the point in 7 fathoms, if the depth is known exactly, otherwise it would not be safe to round it so close, as it is well known a line in use, will vary very much from one day to another; sometimes 1 fathom in 7. When the point bears NE. about 2 or $2\frac{1}{2}$ miles distant, there will be 8 fathoms regular soundings; (by bearings of Booboon and Analaboo points, on Capt. C. M. Endicott's chart, $3\frac{1}{4}$ miles.) A vessel passing outside that depth with a strong NW. wind, would find it difficult to reach the anchorage without tacking. As soon as the landing place can be seen, or when the extremity of the point bears NNE. a direct course may be steered for the anchorage, which is with the landing place N. 24° W. distant one mile, and the point N. 62° W. in $5\frac{1}{4}$ fathoms. Vessels frequently go farther in, to 5 fathoms.

The unfinished plan of Analaboo point and anchorage, has been placed on the chart, supposing it might be useful, as there is no correct survey on a *large* scale of this port. Horsburgh has lately published a survey, by Lieut. Freeman, with no shoals off the point; in the space where there should be 4 shoals, it is laid down as clear of danger.

In a run of two days from Pulo Cap, I made the longitude of Analaboo point, by a good chronometer, $96^{\circ} 14' 04''$ E.—the longitude of Pulo Cap being deduced from admeasurement by chro. from Pulo Rondo, one of the Islands off Acheen. The longitude of Pulo Rondo, by Horsburgh, measured

by himself and other navigators, by chros., from Madras, Pulo Pera and Penang, is stated to be

	°	'	"	
	95	14	00	E.
By chro. from Pulo Rondo to Pulo Mah- } nay, as previously stated, }		15	07	
From Pulo Mahnay to Pulo Cap, by } triangles, }		8	48	
By chro. from Pulo Cap to Analaboo point,		36	09	
	96	14	04	

This longitude of Analaboo differs only $3\frac{1}{2}$ miles west of Capt. Endicott's longitude of this place, by mean of lunar observations, as mentioned by him in the directions accompanying his chart of the coast, southward of Analaboo. The longitude of the pepper coast may therefore be considered sufficiently correct for all nautical purposes.

WINDS AND WEATHER.

From December to April, in the vicinity of Pulo Riah and Rigas, the prevailing winds were from the Southward, blowing along the coast with a brisk breeze during the day, and forcing a strong current of 2 or 3 knots to the Northward. When the winds prevailed from the N. West, they were generally light; then, there appeared to be something like tides; but the Southerly winds were as 6 to 1 in proportion to the Northerly. The weather in general very fine, and seldom blowing so fresh, that a vessel could not carry whole topsails by the wind. *Close* to the land, the current in general sets off shore during the night, with the land wind; but 3 or 4 miles in the offing, it continues running in the direction, the wind has previously been blowing. A

brisk breeze from the SW. or NW., blowing 2 or 3 days in succession, *always* produces a strong current running with the wind, on any part of the coast. The southerly and south west winds, throw in a heavy swell. This is called the dry season, but there are frequent rains during the night.

WATER.

The only water on the coast of Sumatra, that is pure and wholesome, is the river water, or springs that have their source in highlands. All the wells are dug in coral, the water brackish and unwholesome, and will curdle with soap as quick as salt water. In many of the rivers it is apparently fresh and good, but, on being tested with soap, it is found to be brackish;—when it is perfectly fresh it does not curdle, only leaving a light froth on top. There are a number of rivers between *Diah* and *Ca-tappang Pahse*,—but the only good water, I could find, was at Barbah Nepah; also at a small rivulet which descends from the hills at Pulo Riah, and at the river No (which is about $2\frac{1}{2}$ miles to the NW. of Telloo Crooet;) at the latter river, the water is filled, about half a mile from the entrance, above a rocky fall; a few feet below this fall it is salt; the river is so shallow it is very inconvenient watering with large casks, as they must be rolled $\frac{1}{4}$ mile or more in the river; barrels might be filled, without much labor—but the excellence of the water amply compensates for considerable trouble. The small rivulet at Pulo Riah, called Allooah Nassah, is also excellent water, and keeps well at sea. A vessel, intending to water at this place, may anchor with the southern extremity of Pulo Riah WbN. and the eastern extremity about N. in 10

fathoms, distant from the shore half a mile ; nearer to the Island the bottom is hard ; the watering place will then bear NNW. $\frac{3}{4}$ W. near a rocky cliff. By towing off the casks, 30 or 40 may be filled in a day. At Analaboo, the watering place is in the river Mirahbo, which bears from the anchorage about NNE., distant 2 or 3 miles. The river near the bazar is salt.

A vessel, *certain* of being to the southward of Pulo Riah, may stand into 15 fathoms in the night, and anchor any where between that Island and Analaboo ; but to the northward of Pulo Riah, not less than 20 fathoms, as there are 17 fathoms close to the Pahroa shoal. The bank along this coast being rather steep, having 27 fathoms 10 miles West from Pulo Limpan.

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